

CENTRAL INTELLIGENCE AGENCY  
**INFORMATION REPORT**

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REPORT

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Appraisal of Content: 3.

1. Stalingrad-North (N48-45, E44-30) airfield was observed by informant from the summer of 1953 until the fall of 1953. The field was located about two kilometers west of the center of Stalingrad and about 100 meters east of the so-called Tartar Wall. (See sketch 1 on page 8.) The field, excluding the billeting area, formed a rectangle. Both the field and the billets for the pilot school had been constructed prior to World War II. During World War II, all the buildings were destroyed, leaving only individual wall sections standing. After the war, the barracks buildings and quarters were rebuilt and the debris removed. The airfield covered an area of about 2,000 x 1,500 meters and the billeting area was about 1,000 meters square. Informant could not determine whether the hangars which formerly had been located adjacent to the barracks area were reconstructed, inasmuch as the entire billeting area could not be seen from the road west of the field. No installations were observed in the field area and no runways or taxiways had been constructed. Sometime during the fall of 1953, blocks of three-story buildings for the married NCOs and officers of the pilot school were completed at the northern edge of the field. The road to Rasgulayevka, formerly a field path, was widened to six meters and covered with macadam. The Tartar Wall extended about 100 meters west of the field and looked like a rail embankment of medium height. A high-tension line, supported by wooden poles, was strung along the northwestern edge of the field during 1952. A railroad line extended about 500 meters from the northeastern edge of the field. Part of the adjacent area with prairie grass and gorges was used as pasture land. Three roads led to the field and the billeting area from the Stalingrad-Rasgulayevka road. No spur track was observed. The entire airfield was sparsely covered with dry grass. Large clouds of dust were raised whenever aircraft took off and landed. The aircraft were parked in the open on the southern edge of the field, next to the barracks of the pilot school. The aircraft usually took off to the north. No aircraft revetments or camouflaged dispersal areas were observed.
2. One building of the pilot school had a tower about 15 meters high; it also had a windsock and an anemometer and apparently housed a weather station. Informant saw no stationary antennas. There were also some red tank trucks which apparently refueled the aircraft at the field. About six round AA gun emplacements with guns, set almost in a straight line, apparently a training battery, were located along the road to Rasgulayevka. The ends of the gun barrels protruded from the emplacements. Informant estimated the caliber of the guns at 88 mm and thought they had muzzle brakes. Soviet soldiers trained with these AA guns. Informant did not see any other gun emplacements at or near the field. Some radio trucks with extended antennas were seen next to the AA guns. They apparently had no connection with the airfield or the air activity but belonged, instead, to the AAA. The barracks were fully occupied by student pilots. Soviet construction workers stated that the student pilots were civilian volunteers who underwent pre-military training at the field. Large posters seen in Stalingrad invited the population to participate in pre-military training in all branches of the service.
3. Many biplanes were seen at the airfield. Air activity was conducted only during the day, beginning at dawn and ending at dusk. During the period of informant's observations the weather was invariably clear. Besides making local flights, the aircraft also seemed to practice take-offs and landings. At one time informant

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saw as many as ten biplanes aloft, while several aircraft were parked at the field. The flights were made at altitudes of 300 to 400 meters. Informant never saw any formation flights or aerobatics.

4. There was air activity by commercial aircraft in the Stalingrad air space every day regardless of weather, but the aircraft apparently were not from the Stalingrad-North airfield. Informant also observed intensive air activity by twin-engine aircraft which apparently were stationed at an airfield eight to ten kilometers west of Stalingrad. In the same area, mass parachute jumps were made from altitudes of between 1,000 and 1,200 meters during July 1953. About 40 parachutists jumped at regular brief intervals from twin-engine aircraft which flew in flights of three. The chutes opened very soon after the jump. After the jumpers from the first flight had descended about 100 meters, the next flight appeared with additional parachutists. These practice jumps continued throughout the forenoon with two brief intervals between jumps. Each jumper was equipped with one chute. The parachutists descended quite close together and with very little drifting. Formation jumping on a smaller scale was repeated twice later in the month. Every day at about 1100 hours a four-engine aircraft flew over Stalingrad from the east; at about 1600 hours an aircraft of the same type headed west. These aircraft, which had four radial engines and quite a long nose, seemed to operate on a specific line. During early spring 1953, individual jet aircraft were observed over Stalingrad, usually flying at high altitudes and developing thick vapor trails. These jet aircraft approached from the west and flew over the southern section of Stalingrad and over the Volga River; they then flew over the area east of the Volga River in a slow left bank and then flew over the northern section of Stalingrad.
5. Informant observed the Stalingrad-North airfield from June to September 1953. It was located at the northeastern side of a newly constructed arterial road, about five meters wide, which led northwestward from the center of Stalingrad. A streetcar line ran alongside this road. Only part of the landing field could be observed from the road, as the view was obstructed by buildings. Informant saw no runways or taxiways. Large clouds of dust arose during take-offs. A cabin with either a DF station or a radio installation was located in approximately the northwestern corner of the field. Some of the houses and barracks in the southeastern corner of the field were occupied by Soviet Air Force officers and their dependents. The air force personnel wore a light blue service color. Soldiers wearing a black service color were frequently seen in the billeting area.
6. Two low-wing monoplanes with in-line engines and three-bladed propellers and one smaller low-wing monoplane with a two-bladed propeller were regularly parked at the edge of the billeting area. No additional aircraft were observed. (sic). The field apparently had a pilot school where courses of about five weeks' duration were given. During the first eight days, local flights were made with dual controls, after which the student pilots soloed. After the first practice flights, the aircraft landed and taxied to the take-off point from where the next take-offs were made. Later, the aircraft repeatedly touched down and took off without landing. After a certain number of take-offs, the aircraft taxied to the dispersal area near the take-off point, where other student pilots took over. Occasionally, V-formation flying of up to five aircraft was practiced, the take-offs being made individually and at brief intervals. Training activity was regularly conducted by seven aircraft all day long from Tuesday to Saturday. Informant observed no aerobatics. On Mondays, when no practice flights were made, individual parachutists equipped with one chute each jumped from biplanes from an altitude of about 500 meters. The biplanes took off from the field at about 20-minute intervals.
7. On Sundays in June 1953, informant observed parachute jumps from single-engine transports over the airfield. The chutes opened very quickly. The airfield from which these aircraft took off was located west to northwest of the Stalingrad-North airfield. Apparently commercial aircraft, twin-engine Douglas-type planes, also took off and landed at that same airfield. Informant saw no jet aircraft in the area at that time. One night in the latter part of August 1953, there was intensive air activity which lasted several hours. About 50 aircraft with position lights flew over the city at short intervals in the direction of the airfield west of the Stalingrad-North airfield.

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8. Informant first observed jet aircraft in the Stalingrad area during the summer of 1952. Thenceforth air activity by jet aircraft increased until, by the beginning of 1953, two or three jet aircraft with one jet engine and swept-back wings were in evidence almost daily. The jet aircraft generally approached Stalingrad from the east, circled over the city, and then headed eastward again. They usually flew in elements of two and sometimes in flights. Informant never observed more than three aircraft aloft at any one time. Individual jet aircraft were fitted with auxiliary fuel tanks. They usually flew at an altitude of about 1,500 meters. No other jet aircraft types were observed.
9. Stalingrad-North airfield was located about three kilometers west-northwest of the middle of Stalingrad and east of a road leading northwest. South of the field was a tree nursery with quarters for air force personnel, and a barracks for Soviet Army personnel. The area east of the field was located in a depression and could not be observed. An electrified narrow-gauge railroad extended west of the field toward Aleksandrovka. The road west of the field was under construction. Informant did not see any fence around the field, which covered an area of about one square kilometer. No runway or taxiways were in evidence. Thin grass covered the firm landing field and thick clouds of red dust whirled up at take-offs and landings. The installation was allegedly a training field with a pilot school and practice grounds for parachutists.
10. Informant observed no construction work at the field or in the barracks area south of the field. The flight control building in the southern section of the field was still partially destroyed. No hangars were observed. The aircraft were covered with tarpaulins and parked in the open. The view of the pilot school's barracks was obstructed by the tree nursery, but many Soviet student pilots were seen entering and leaving the wooded area. Informant saw twelve 37-mm AA guns, each with a platform and two seats on either side, at the western edge of the field. Near the guns were three radio trucks and a radar set with a parabolic reflector mounted on a platform with two seats (See sketch 2 on page 9). Although Soviet soldiers were seen near the guns, motor vehicles, and the tents located nearby, the radar set apparently was not being operated. The soldiers observed near the AA guns wore the same blue service color uniform as the members of the pilot school.
11. Informant saw nine single-engine, low-wing monoplanes, each with an in-line engine and a metal propeller; the leading edge of the wing fitted perpendicular to the fuselage and the trailing edge tapered forward. He also saw two biplanes and one glider. All the aircraft were parked at the southern edge of the field near the flight control station. Groups of 20 to 30 student pilots were observed from time to time. The trainees were 18 to 20 years old. They wore khaki trousers, shirts with light blue epaulets, and garrison caps with the Soviet star. Each group was accompanied by three or four officers who wore air force uniforms of a khaki color darker than that of the army uniform. They wore black ties. The visor caps had a gold-bordered light blue ribbon, a gold braid around the visor, and a gold wing in the middle of the cap. The collar patches were light blue with a gold border and had an open gold wreath with gold stars above the wreath. The buttons on the uniforms also were golden.
12. During August 1953, air activity generally started about 0800 hours and continued until about 1700 hours. The nine single-engine aircraft practiced individual take-offs and landings and flew local flights at an altitude of about 600 meters. After about three flights, the pilots were exchanged. Two men were visible in the cabin. Aerobatics were made only by individual planes. During the morning of the Day of the Soviet Air Force, one formation of nine single-engine aircraft was observed flying in V formation. They were accompanied by four biplanes flying in no definite pattern formation. The aircraft made a horizontal flight and banked over the field and over the northern section of Stalingrad.
13. Occasionally during calm weather parachute jumps were made from biplanes at an altitude of about 800 meters. Each parachutist was equipped with one white chute. The second aircraft took off from the field after the first plane had dropped the parachutists. Twice during August 1953, mass jumps

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were made from different type aircraft. The parachutists were dropped from twin-engine Douglas-type aircraft which had apparently taken off from the Gumrak (N 48-47, E 44-22) airfield. A total of seven men would jump in rapid succession from one aircraft at an altitude of about 2,000 meters. Their parachutes opened immediately. Group jumps were also made by two or three men who opened their chutes after falling about 1,000 meters. After dropping the first group of two or three men, the aircraft circled and then dropped a second group and, sometimes, a third group. Occasionally, double parachutes were used, which definitely reduced the speed of descent. The parachute practices lasted about three hours. No equipment was dropped.

14. Air activity at Gumrak airfield primarily concerned commercial aircraft which flew in different directions at fixed times every day. Jet aircraft observed over Stalingrad did not take off or land at Gumrak airfield. At about 1100 hours every day during good weather, a four-engine aircraft flew eastward over the northern perimeter of Stalingrad. Informant did not think the aircraft made any intermediate landings at Stalingrad airfield. Toward the end of 1952, the first jet aircraft with swept-back wings were observed over Stalingrad. Air activity by jet aircraft increased considerably during 1953. The aircraft usually flew individually in elements of two and frequently in flights of wedge or javelin formation.
15. Prior to September 1953, informant observed biplanes, individual single-engine monoplanes, and gliders. He also observed parachute jumps from biplanes over the Stalingrad-North airfield. Air activity was intensive. In favorable weather, jet aircraft with one jet engine and swept-back wings made individual flights and flights in formations of two, and once in a formation of eight, at high speed. The aircraft approached from the northwest, flew a large circle over Stalingrad, and finally headed northwest. They definitely did not take off or land at Gumrak airfield, judging from their altitude and their direction of approach and departure. In the course of several trips in the Beketovka (N 48-33, E 44-22) area, the last time in May 1953, informant saw no airfield there.
16. Stalingrad-North airfield extended approximately 1.5 kilometers from northwest to southeast, and from northeast to southwest. No runways or taxiways were observed. A group of multi-story large buildings, located in a park south of the field, was surrounded by an iron fence. Six single-engine aircraft with piston engines were usually parked in the southeastern corner of the field. Local individual flights were conducted daily if the weather was favorable and the visibility good. Informant saw no aerobatics or formation flights. During the local flights, the landing gear of the single-engine aircraft sometimes remained extended. Individual parachute jumps were made. The parachutists were equipped with one chute, sometimes with two chutes. Mass jumps were occasionally made from large aircraft. Informant did not know from where these large aircraft came. Approximately northwest of the Stalingrad-North airfield was another airfield where commercial flights were allegedly made. During the first part of 1953, informant observed jet aircraft with considerably swept-back wings and pointed noses over Stalingrad. The jet aircraft usually flew individually at various altitudes. They did not make daily flights.
17. Parachute jumps were made from an airfield southwest of PW Camp No. 6124/1 near Stalingrad almost daily between June and September 1953. These practice jumps were made from dawn to about noon and also during the late afternoon. The jumps were made from twin-engine aircraft with a single rudder assembly. The planes climbed to an altitude of 1,000 to 1,500 meters, leveled off, and then dropped seven to ten parachutes in rapid succession. Each man was equipped with a white parachute which opened immediately. After dropping the parachutists, the aircraft made several banks and then landed. The aircraft took off again in about ten minutes. Local Soviet citizens stated that the morning practice jumps were made by members of the Soviet Army, while those in the late afternoon were made by male and female workers from various factories in Stalingrad. Those participating in the parachute practice jumps received special allowances in money and commodities.

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18. Informant observed jet aircraft flying over Stalingrad for the first time during the summer or fall of 1952. The number of jet aircraft increased toward the late summer of 1953. The jet aircraft he saw had one engine, considerably swept-back wings, a high rudder assembly, and a swept-back elevator assembly. They flew almost every day that the weather permitted. Informant knew of no night flying done by jet aircraft. The jet aircraft made short and long flights, individually and in formation, in the Stalingrad area. They apparently took off from somewhere southwest of Stalingrad and climbed northeastward. This observation was made from PW Camp No. 6124/1 or No. 6124/4 in Stalingrad. As observed from PW Camp No. 6124/4 in the southern section of Stalingrad, the aircraft landed in a southwesterly direction. Up to late 1952, informant saw individual flights made by twin-engine aircraft with a double rudder assembly coming from southwest of Stalingrad. In the summer and early fall of 1953, these aircraft were often observed flying in formations of up to seven or nine. Not more than one formation was ever observed aloft at one time. The aircraft always took off individually and then assembled in formation while circling the field. They flew in V formation or in three flights forming a V formation. They took off and landed from southwest to northeast. This type of aircraft flew constantly until the late evening hours and apparently at night. Air activity by biplanes and individual parachute jumps from biplanes were also observed over Stalingrad.
19. Between 1950 and 1953, the air activity over Stalingrad-North airfield included practice flights, glider flights, and individual parachute jumps from altitudes of 800 to 1,000 meters. During 1951, informant saw very few jet aircraft over Stalingrad. Air activity by jet aircraft gradually increased during 1952 and became intensive and regular during 1953. At first, only jet aircraft with one jet engine were observed; later, however, twin-jet aircraft were also seen. They flew eastward over the city of Stalingrad. They flew individually and in formations of up to four. The single-engine jet had considerably swept-back wings and rudder assemblies. The twin-jet aircraft had auxiliary fuel tanks at their wing tips. Three or four times during 1953, informant observed an aircraft towing a white sleeve target east of the city. He did not, however, hear any firing. He saw nothing similar to V-weapons or parasite-like aircraft.
20. Almost daily during favorable weather, from the summer of 1952 to September 1953, informant observed one to three aircraft over Stalingrad. They usually flew at altitudes of 2,000 to 3,000 meters, and occasionally at an altitude of about 100 meters. Some of them were twin-jet aircraft with cigar-shaped noses. They had jet engines mounted under the wings and the air intake apertures were in front of the wings, which were swept-back. The aircraft probably were either low-wing or mid-wing monoplanes. There definitely were no high-wing monoplanes. They were fitted with nose wheels. During the summer of 1953, three squadrons of jet aircraft with one and two jet engines were observed over Stalingrad. The aircraft flew in elements of two side-by-side, or in echelon to the rear. They also flew in squadron formations. The intervals and distances were kept very well. The aircraft generally flew from northwest to southeast and vice versa. Informant and other PWs believed that the jet aircraft were not stationed at the airfield northwest of Stalingrad but probably at some other airfield located farther north. Informant knew of no take-offs or landings from airfields in the Stalingrad area. The jet aircraft were most frequently observed flying in formations of two or three at an altitude of 2,000 to 3,000 meters. No special training purpose could be determined for the flights made about 100 meters above the ground. After making these low-level flights, the jet aircraft climbed to an altitude of 2,000 to 3,000 meters north of Stalingrad. The aircraft appeared only during favorable weather. At night and in rainy, foggy, or windy weather, no air activity by jet aircraft was observed.

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Legend to Sketch No. 1

1. Training area for engineers.
2. New brickyard under construction.
3. Old brickyard with iron smokestack.
4. Settlement of 15 to 20 three-story, four-family houses, erected in 1951.
5. New asphalt road, about 5 meters wide, completed in June 1953.
6. Streetcar line.
7. Two telephone lines, about 300 meters apart.
8. Landing field of airfield.
9. Alleged radar station; see Sketch 2.
10. Settlement for Soviet Air Force officers, covering an area about 200 x 50 meters, with about 15 one-family and two-family houses.
11. Parked AA guns and searchlights.
12. Single-story shed-like building, about 10 x 4 meters.
13. Firing range for small-caliber arms or pistols.
14. Parked aircraft.
15. Destroyed building with windsock.
16. Terrain covered with multi-story barracks.
17. Unpaved road.
18. Gorge.
19. Hospital area.
20. To town center.

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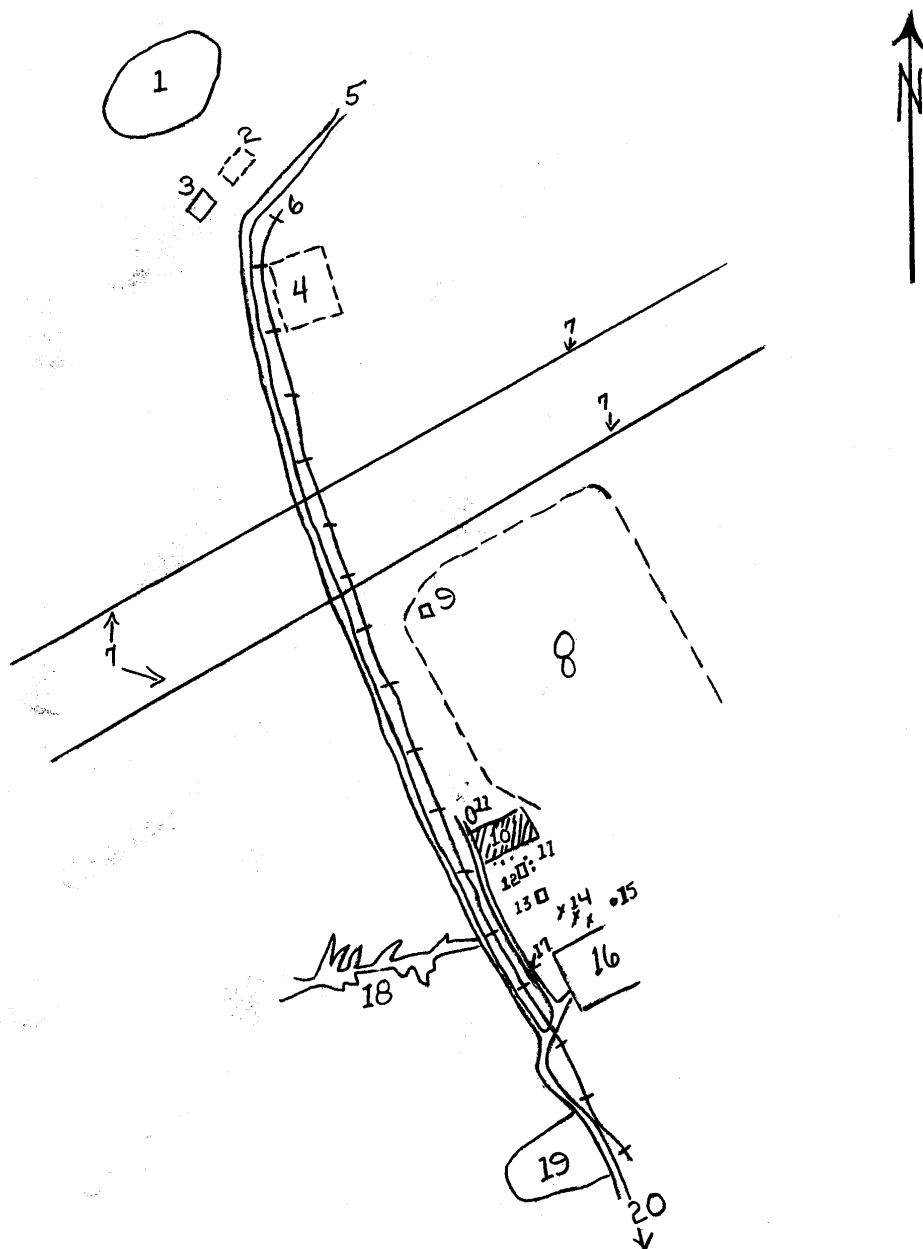
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Sketch No. 1  
Location Sketch of Stalingrad-North Airfield



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☐ Comment. Nos. 5 and 6 listed in the legend ~~were~~ not shown on the original sketch but are presumed to be as shown here.

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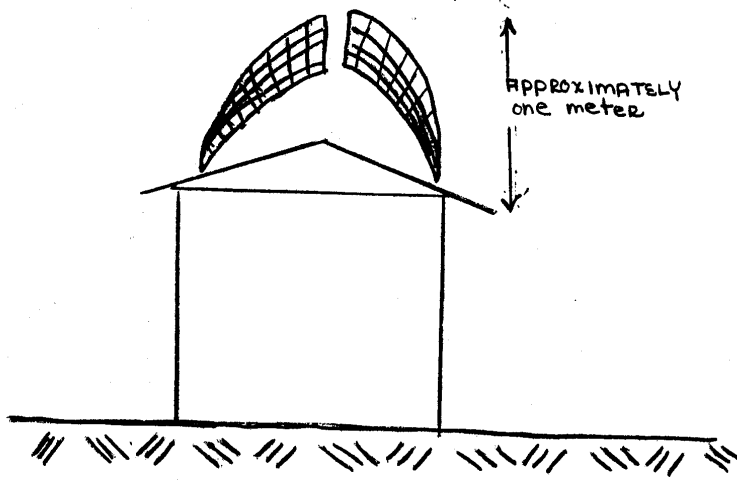


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Sketch No. 2

Alleged Radar Set Observed in Northwestern Corner of Stalingrad- North Airfield



The alleged radar set consists of a small cabin with two grid frames on top.

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